

CAPITAL CITY AIRPORT  
(Capital City Airport, West Ramp Area)  
North side of Grand River Avenue  
Lansing Vicinity  
Clinton County  
Michigan

HAER No. MI-320

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
Northeast Field Area  
Chesapeake/Allegheny System Support Office  
National Park Service  
U.S. Custom House  
200 Chestnut Street  
Philadelphia, PA 19106

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# HISTORIC AMERICAN ENGINEERING RECORD

## CAPITAL CITY AIRPORT

HAER No. MI-320

Location: Capital City Airport, West Ramp Area  
Lansing vicinity, Clinton County, Michigan

UTM: 16.696210.4738570  
Quad: Lansing North, 1:24,000

Date of Construction: 1927, 1939, and 1959

Engineer: State of Michigan, Board of Aeronautics  
Architect: Herrick and Simpson Architects of Lansing, Michigan

Present Owner: Capital Region Airport Authority  
Capital City Airport  
Lansing, Michigan

Present Use: Vacant

Significance: The Capital City Regional Airport complex is significant for its diverse representation of the development of the airport industry. Aviation activity is represented from 1925, with the first official designation as an aviation field, until relocation of the terminal facilities in 1959, and continued development as a modern airport. The location is significant in Michigan aviation history as the site of the original administration offices for the Board of Aeronautics and for the role played during World War II in providing flight training for the Civilian Pilot Training Program.

Project Information: The Capital City Airport Authority proposes to acquire additional state-owned property and remove the existing hangars and other buildings to allow airport runway extension and compliance with Federal Aviation Administration (FAA) requirements. All of the facilities to be documented are identified as airport hazards under FAA standards. During an environmental review (1988), the State Historic Preservation Officer determined that the buildings met the criteria for inclusion in the National Register of Historic Places and, therefore, would require mitigation of the adverse effect caused by their removal. The Memorandum of Agreement (1995) stipulates documentation of the existing historic buildings located on the West Ramp and recorded as a complex according to HAER guidelines. This documentation was undertaken to fulfill that stipulation.

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In 1919 the State of Michigan purchased three large parcels of land, 475 acres, 140 acres, and 161 acres respectively, in the vicinity of the city of Lansing, but to the north and west of the current boundaries. There are two known intended purposes for the property, but nothing stated as restrictions in the deeds. The first parcel, known as Parcel No. 1 of the airport's land acquisition history, was intended for use by the Boys Vocational School as the site for a new cottage-type institution for boys. The two other parcels, eventually identified as Parcels Nos. 16 and 59, were placed under the jurisdiction of the Michigan Department of Health for designated health department uses including: "sanitary landfill, grazing, cropping (e.g. hay pastures for sheep), or other agricultural purposes" (Land File, Parcel 59, Abstract). The land became known as the health department farmland, with the State Health Quarantine Farm and the State Health Laboratories located at the eastern edge of the parcels along DeWitt Road.

With these large land purchases by the state, a parcel large enough to support a modern airport had been assembled, without the stated intention of acquiring land for this purpose. The land is generally flat, sparsely populated farmland with some wooded areas, and a gentle drainage flow across the property to the southeast. The Pere Marquette Railroad, now the Chesapeake and Ohio, runs along the southern border. As the land was assigned to airport use, Consumers Power Company obtained easements for a dry natural gas pipeline adjacent to the railroad right-of-way. The main vehicular roadway between Lansing and Grand Rapids, now called Grand River Avenue, was referred to as the Old Grand River Pike or U.S. Highway 16 at the time of the airport's dedication. It is just a few hundred feet to the south of the property, but runs along a northwest diagonal almost intersecting with the southwest corner of the airport property. During the territorial days a hundred years earlier, the roadway was known as the Old Grand Rapids Military Highway, thereby establishing it as one of the oldest cross-state highways in Michigan.

Modern aviation began with Wilbur and Orville Wright's first successful flight in an engine-powered airplane at Kitty Hawk, North Carolina on December 17, 1903. Less than two years earlier Charles Lindbergh was born in Detroit, Michigan. These facts may not have had a direct affect on specific aeronautic development in Lansing, but, after the Wright brothers' flight, the aviation industry grew rapidly all over the country. The Aero Club of Michigan, formed in 1910, included James Seager of Lansing as a director, and the Michigan Agricultural College (now Michigan State University) of East Lansing organized their own Aero Club with students from the Engineering Department in 1911. In 1917 the Aero Club of Michigan appointed a committee to establish safe landing places along lines of land and water travel between Detroit, Lansing, Grand Rapids, Flint, Bay City, and Port Huron (Ball 1953). This was an indication of aviation activity in all of these communities and the growing need for government regulation of the fledgling industry.

There were numerous manufacturers of small aircraft all over the country; some grew and evolved into big corporations, others went out of business after a short production run. In 1911 the Lansing superintendent of the Olds (Oldsmobile) Motor Works constructed a pusher biplane, powered with a home-made 30 hp motor. In 1915 Ivan Howard Driggs built his first airplane after receiving technical training at Michigan State College. He later formed Driggs Aircraft Corporation in Lansing and in 1927 built the "Driggs Dart," a modified DJ-1 monoplane designed by Driggs and built by Johnson Airplane & Supply Co. (Ball 1953). Driggs is known to have produced airplane parts in his shop in Lansing, and then to have brought the parts out to the Lansing "aviation field" to assemble and fly them (Patterson 1992). Unfortunately only two years later, Driggs' business was bankrupted at the onset of the Depression.

Significant advances in aviation continued to develop during the 1920s, encouraging those in Lansing to be part of these activities. Air Mail service was the primary support of commercial aviation in the 1920s, with competitive bidding for routes. The first air mail delivery to Detroit was via seaplane from Cleveland on August 17, 1920 by the Ford Motor Company of Detroit, the first private operator to carry mail (Ball 1953). The Ford Tri-motor, 4 A-T, became famous as the Tin Goose, modeled after the Fokker F-7 flown by Admiral Byrd who happened to have visited the Dearborn plant (Solberg 1979, 63). While the longer, cross-country routes benefited from the new air mail service, shorter in-state routes were slower to develop. Thompson Airplane Company inaugurated a Detroit-Lansing-Saginaw service on August 1, 1919 by carrying 200 pounds of automobile parts (Ball 1953). In 1927 Thompson Aeronautical Corporation of Cleveland was operating a passenger, airmail, and express service to 13 southern Michigan cities, including Lansing, having been the successful bidder for the Michigan air mail contract (Ball 1953 and Lansing Airport News 1928).

Flying after World War I remained pretty much a stunt. "These former war birds'...antics hardly gave aviation a name for regularity and reliability, much less safety" (Solberg 1979, 30). Barnstorming became a way of life and a livelihood for the former war pilots, as well as those hoping to get into flying for the pure love of it. During the 1920s most of the war-surplus planes crashed. On May 20, 1927 Charles Lindbergh launched the Air Age and awakened America to flying with his successful solo flight from New York to Paris. Following his flight, Lindbergh flew a goodwill tour to all 48 states, covering 22,350 miles in 3 months. Aviation in America was ready for a new start and needed a national aviation policy. The 1926 Air Commerce Act separated civilian from military aeronautics and set up a regulatory format for the state and local level (Solberg 1979).

On October 6, 1925 the Lansing Chamber of Commerce requested use of 200 acres of land, under the jurisdiction of the Boys Vocational School, for an "aviation field." The State Administration granted the request, directing that a portion of the site be "placed in condition for use as an aviation field" (N.B. 1956). Act 182 of 1927 authorized the State Administration to own and operate an airport, and to use for that purpose any suitable property owned and controlled by the State. That same year the Lansing Chamber of Commerce erected a hangar (later referred to in this report as the Club Hangar) on the landing field. Original photographs, dated 1927, show the hangar in its original location. In those early years the Lansing Chamber of Commerce was often called the Lansing Board of Commerce. It is speculated that the Chamber either built the hangar specifically for the Aero Club of Lansing, which was in its formative stages at that point, or simply built the hangar and, for some unknown reason, turned it over to the Aero Club of Lansing. The Aero Club of Lansing was formerly organized on February 1, 1928, for the purpose of promoting interest in aviation in Lansing and the surrounding community. By June of 1928 the Club had already purchased one training plane which, under the direction of Foster Airways, was used to offer flight training on a regular schedule to its members. The goal of the Club was to have all of its members flying before the year's end (Lansing Airport News 1928, 8). It has been generally understood that the Club Hangar was eventually turned over to the Michigan Board of Aeronautics, but it is not clear when exactly that took place.

All of the formal aviation requests and authorizations confirmed the continued use of the Boys School site for aviation activity. Use of the land as an aviation field prior to 1925 is likely, but has not been confirmed. Local flyers, using old World War I airplanes, had already started operating off of old Creyts Field northwest of the city, a short distance west on U.S. Highway 16 from the present airport. These flyers "encouraged aviation in Lansing to the extent of stirring up enough interest for a real landing field" (Lansing Airport News 1928).

The City of Lansing operated Capital City Airport for only two years, when it wished to discontinue and turn over operation to the newly formed Michigan Board of Aeronautics. Act 177 of 1929 created the Michigan Board of Aeronautics to provide for general supervision of all of the airports in the state. The new Board maintained offices in downtown Lansing within the complex of State Office Buildings, until constructing a terminal and hangar facilities at Capital City Airport in the 1930s. The Board of Aeronautics still had no authority over the airport property, but requested that land under state jurisdiction be turned over to the Board of Aeronautics for operation. After the initial request for 338 acres, another 80 acres were added to the parcel in 1939 to allow for aeronautical expansion. It was not until 1945 that Act 327, the general Aeronautics Code, specifically authorized a state airport at Lansing to be acquired by purchase, gift, condemnation or otherwise, thereby assembling control of all of Parcel No. 1 for airport purposes. At this time the name, the property, and the authority of the Michigan Board of Aeronautics were transferred to the Michigan Department of Aeronautics (N. B. 1956). Two years later Public Act I of 1947 placed vested control of the airport property in the Michigan Aeronautics Commission.

Over the sixty-seven year history of Capital City Airport, access to the Airport, and particularly to the West Ramp area, has changed several times. Waverly Road originally formed the western boundary of the property on which the airport was developed. Its name was changed to Airport Road, north of Grand River, to reflect the new land use. By 1934 the airport was firmly established, and a viaduct was constructed to elevate Grand River Avenue over the railroad tracks. Airport Road was curved to negotiate the grade change at the viaduct where it intersected with Grand River Avenue. This change meant that Airport Road would no longer continue directly into Waverly Road to the south. Plans for the 1950s future airport expansion and new terminal east of the West Ramp required a new entrance drive off of Grand River Avenue, and a service drive to connect it to the West Ramp area. With the acquisition of additional property in the 1970s, and the increased concerns for clear zones required by F.A.A. regulations, Airport Road was again shifted to intersect with Grand River Avenue farther to the west. The separate entrance to the West Ramp area is still accessible today, and also provides a secondary access to the main terminal of Capital City Airport.

Growth of the airport in the 1930s occurred primarily on property leased to fixed base operators at the West Ramp area along Airport Road. In addition to the Club Hangar, three other major hangars were constructed before the end of 1929. There were also toilet outhouses and a concession stand for use during summer months. The primary services of the fixed base operators included flight instruction, charter service, and freight delivery. Money generated by the operators was often recycled within the overlap of activity at the airport. People who paid for flight instruction often worked on the grounds in some other capacity just to be near the airplanes; people who flew the planes bought food at the concession stand and paid employees to maintain their planes. But generally none of the operators made money from their airport-based businesses, except for Gerry Francis (Ruth 1992). With their offices in town, it wasn't until the State purchased aircraft that state-owned facilities were needed.

The first planes purchased by the State were Stinsons built in Northville, Michigan at Eddie Stinson's factory. In 1932, the State purchased one Stinson Straight-wing, which was kept in the Club Hangar until the Old State Hangar was constructed in about 1936. Next the State purchased two Stinson Gullwing Reliants, 1937 and 1938 model years, with Lycoming engines. Both of these were traded in 1940 for two Howards, one with a Pratt and Whitney 450 Hp motor which was very good, and the other with a Jacobs 330 Hp motor which was very bad. The Stinsons were used by Aeronautics for highway planning, and by the Conservation Department to monitor illegal fishing nets on the Great

Lakes. During the war all available planes were confiscated by the Federal Government for the war effort. Other planes later owned by the State included a Waco bi-plane with an open cockpit purchased in 1945. The Michigan State Police purchased a 1947 Bonanza Beechcraft and rented space in the State Hangar until erecting their own hangar in the 1950s. Governor Kim Sigler (1947-49) was the first and only flying Michigan governor and kept his own plane, a Bonanza Beechcraft, at the State Hangar. Planes not hangared were tied down in designated areas near the north-south runway (Patterson 1992). The small airplane industry has not appreciably changed since its inception, with a continuing market and service for small private planes distinct from that for large commercial and/or military ones. The West Ramp could still adequately serve operators of small planes, and would be doing so if it complied with F.A.A. regulations.

In 1935 the State Board of Aeronautics constructed a two-story, brick Administration Building near the foot of the E-W runway. With the general growth of the aviation industry and establishment of federal aviation regulations, the building was fated to have a short life. However, for its almost thirty years of service, it accommodated Conservation Department offices in the basement, a concession stand, lobby and ticket offices on the main floor, and the Board of Aeronautics offices and radio communications on the second floor. In the early 1940s a control tower was erected on the roof.

In 1935 or 1936 a cement block hangar was constructed near the Administration Building for use by the State to store and maintain their newly acquired planes. Food service provided at the concession stand in the terminal was more permanently accommodated in a restaurant and kitchen attached to the hangar. Similar to the Administration Building, this Old State Hangar, too, was poorly sited, being too close to the required clear zone off the end of the E-W runway. Within a few years plans were prepared by the Board of Aeronautics for a new State Hangar to be located south of the Administration Building, and farther from the centerline of the E-W runway. Construction of this facility required moving the Club Hangar to clear the site, and it was temporarily relocated west of the Old State Hangar and leased to a private fixed base operator, Clyde Rice. The new State Hangar also included a permanent restaurant on the upper floor and offices for the newly named Department of Aeronautics on the main floor. With construction of this hangar in 1939, the airport complex at the West Ramp area had achieved its most complete and highest use.

Other hangars, office buildings, and miscellaneous structures were constructed on the West Ramp as the airport continued to grow. Many of the buildings were built in one location, and as the West Ramp's needs changed, they were dismantled and relocated to another area on the West Ramp.

World War II put new demands on Capital City Airport, including deferral of any plans for expansion. The Civilian Pilots Training Program contracted with Michigan State College to train 300 pilots per month by providing three weeks of classroom training. The pilots then came out to the airport for additional classroom instruction and ten hours of dual-control flight training. Two companies, Francis Aviation and Hughes Flying Service, split the training of 150 pilots each per month. The Government provided J-3 Cubs, Taylorcraft, and Porterfield planes for use in the training. No special facilities were constructed nor equipment purchased to provide the training. The two aviation services had an excellent record of never losing any students or planes, while providing all of the instruction, maintenance, parts, and paperwork required to administer the program. After the war, the two aviation services continued to provide flight instruction for the private sector.

In the late 1940s a Master Plan was developed to relocate the Bureau of Aeronautics, now the

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Michigan Aeronautics Commission, and all terminal facilities to the center of the airport property, and to begin acquiring additional land for runway extensions, taxiways, commercial development, and the new entry boulevard. Starting in 1958, all of the land purchased in 1919 that was under the jurisdiction of the Department of Health, was gradually transferred to the Michigan Aeronautics Commission. The last of the Department of Health farmlands were transferred in 1971 when management and ownership of the Airport was passed to the newly established Capital Region Airport Authority, with the Commission retaining offices at the airport and continuing to perform its statewide functions for the Michigan Department of Transportation, Bureau of Aeronautics.

Expansion of the airport was recently completed in the vicinity of the terminal buildings constructed in the 1950s, as the Authority strives to develop and operate a modern airport to meet the needs of the Lansing community while at the same time serving the needs of the state government. Toward that end, pressures for demolition were brought by the F.A.A. to clear the entire West Ramp area as specified in their requirements for clear zones associated with the runways. As technology has brought new and larger airplanes into use at the Capital City Airport, the corresponding clear zones have widened to the point now where all remaining buildings are affected and are required to be either demolished or relocated.

This historical chapter of Capital City Airport would be incomplete without also integrating the story of Babe Weyant Ruth. She was not a fixed base operator nor was her name tied with any one building, but her story overlaps with all of the operators and all of the major structures at the West Ramp area. Born at the birth of the aeronautical industry, and one year after the State of Michigan purchased the farmland, Babe grew up in the shadow of Capital City Airport, living just north of the airport on Airport Road. Oftentimes as a child, her parents would drop her at the airport when they were going on a family outing. She would hang around the planes and the flyers for hours on end, hoping someone would take her up. At age thirteen she experienced her first flight in a Waco Taperwing.

As a teenager in the 1930's, Babe made pies with her mother and sold snacks at their family's 5 Cent Pie & Pop Stand located at the southeast corner of the Foster Hangar. One year later, when the new Administration Building opened, Babe apparently moved the concession stand back to the family property, although it is not known if the actual structure was moved along with the business, and operated out of the new space provided in the Administration Building. When the Old State Hangar was constructed, she and her mother operated a full-scale restaurant in the permanent facilities attached to the hangar.

Meanwhile, veteran stunt flyer Harvey Hughes had returned to Lansing and offered to take Babe up in one of his planes. He then encouraged her to solo in one of his Aeronca C-3s until she received her pilot's license in February 1937 at nineteen years old. In July of 1937, Babe led the Ninth Annual Michigan Air Tour from Lansing around the state. Her flight was sponsored by the Lansing Chamber of Commerce.

During World War II, Babe was one of five civilian women picked to teach military pilots instrument flying using the Link Trainer, forerunner of modern computerized flight simulators. Link Aviation Devices, which was under contract with the Civilian Air Transport Command, a military program which trained and provided civilians for the purpose of training military pilots for their instrument rating, trained Babe at Binghamton, New York. After completing her three month training,

she was under contract with Link for one year to be placed anywhere in the U. S. and ended up in Memphis, Tennessee. She was only in Memphis three months when the military base there closed. Babe then received her Flight Instructor Designation while employed by the Parkersburg Flying Service and Aviation School, and was assigned by the Civil Aeronautics Administration's War Training Service to Parkersburg, West Virginia, which was made into a military base during the war to train enlisted men. This work was completed in 1942, when civilian flight instructors were no longer needed. Babe returned to Lansing, where she worked for a short time for Harvey Hughes as a flight instructor. Harvey had bought a Link Trainer as an investment for Babe to use in training pilots, but there proved to be little interest in this kind of instrument training. After the war, Babe continued to work as a flight instructor for Hughes Aviation, Hehert Aviation, and for other fixed base operators. She also flew in exhibitions and air tours. She has made a significant contribution to the aviation industry of the Lansing community by collecting and exhibiting early airport memorabilia. Her most ambitious goal is to establish a small museum to focus on the early aviation history of the Capital City Airport.



## SOURCES OF INFORMATION

### A. ENGINEERING DRAWINGS

*Administration Building.* 1934. Michigan Board of Aeronautics. Knecht, McCarty and Thebaud, Inc. Architects, Grand Rapids, Michigan. F.S. Weber, Res. Engineer. The seven original ink on linen drawings are of excellent quality, and illustrate the intended use of the spaces. Drawings for the original construction, modification, and the control tower are on file in the offices of Capital Region Airport Association (CRAA). This was the earliest building at the CRAA for which there are original drawings.

*General Building Plan.* 1934. Michigan Board of Aeronautics. Drawn by Walter Kriewall. Two drawings of existing and proposed facilities at the west ramp. Excellent quality ink on linen drawings of unusual size, 24" x 51" and 24" x 48" respectively.

*Field Development.* 1939. Michigan State Board of Aeronautics. No credit to drafter or engineer. Excellent quality ink on linen drawing of unusual size, 48" x 72". Dated 1939 at the time of the initial drawing, work has obviously been added to show proposed and implemented development over a ten year period. This may be the first master plan type of drawing executed for the Capital City Airport.

*Airport Master Plan Drawings.* 1949 - 1986. The Capital Region Airport Authority maintains drawing files and a collection of historic drawings in their offices at the Capital City Airport. Quality varies from excellent ink on linen originals to poor quality blue-line diazo prints.

### B. HISTORIC VIEWS

*Club Hanger: Exterior.* 1927. Photographed by R. C. Leavenworth. Lansing, Michigan. Private collection of Babe Weyant Ruth. Photographed for Hank Reniger the same year his company completed the construction. The word "Lansing" is painted on the roof. Door operation is unique and symmetrical. All of the sections are full height, steel framed, and clad in galvanized sheet metal. The end sections are hinged at each side. Note the missing vertical stile in the lower right panel; this area is hinged separately to allow access without opening the large door sections. The six large sections divide at the center to slide on a suspended track around the sides of the hangar. An additional person door provides access from the rear. The floor was left as gravel, corresponding to the gravel apron, taxiways, and runways at the time the hanger was constructed.

*Club Hanger: Interior.* 1927. Photographed by R. C. Leavenworth. Lansing, Michigan. Private collection of Babe Weyant Ruth. Photographed for Hank Reniger the same year his company completed the construction. Note doors in open position with the first hinged section against the jamb and the three large center sections hung from the track along the side of the hangar.

*Club Hanger: Miscellaneous Exterior Views.* 1929 - 1939. Lansing, Michigan. Private collection of Babe Weyant Ruth. The photographs in this collection confirm the continuous use of the Club Hanger in its original location. Oblique Aerial View. 1928. ABC Airline Corporation (forerunner of Abrams Aerial Survey). Lansing, Michigan. Private collection of Babe Weyant

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Ruth. Photo was used on the cover of the Lansing Airport News, dedication issue in June 1928. Shows Club Hangar in original location and east-west runway as the earliest development at the Capital City Airport.

*Aerial View.* 1929. Lansing, Michigan. Private collection of Babe Weyant Ruth. Shows Club Hangar in original location, and first three fixed base operator hangars. Also shows original alignment of Airport Road as it crosses railroad tracks and intersects Grand River Avenue.

*Oblique Aerial View.* 1936-1938. Abrams Aerial Survey. Lansing, Michigan. Private collection of Babe Weyant Ruth. Shows Club Hangar, and two fixed base operators in their original locations and the newly constructed Administration Building and Old State Hangar.

*Aerial View.* June 1939. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows prepared floor slab at State Hangar, realignment of Airport Road, and relocated Club Hangar.

*Oblique Aerial View.* October 1939. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows truss installation at State Hangar.

*Oblique Aerial View.* 1943-1948. Lansing, Michigan. Private collection of Babe Weyant Ruth. Shows Hughes' office, T-hangars, and repair hangar prior to 1948 fire.

*Oblique Aerial View.* early 1950's. Lansing, Michigan. Private collection of Babe Weyant Ruth. Shows reconstructed Hughes repair hangar. Photograph was taken during a Truck Rodco on the west ramp apron.

*Oblique Aerial View.* 1952. Lansing, Michigan. Private collection of Babe Weyant Ruth. Shows Administration Building with control tower and Old State Hangar. Also shows site vacated by Club Hangar after its move to south end of west ramp.

*Aerial View.* 1958-1959. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows new terminal and extended runways and taxiways.

*Oblique Aerial View.* 1959. Abrams Aerial Survey. Lansing, Michigan. Private collection of Babe Weyant Ruth. Shows newly constructed main terminal and Capital City Boulevard access.

*Aerial View.* 1976. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows continuation of commercial development in the vicinity of the new terminal. Old State Hangar and Administration Building have been demolished at the west ramp.

*Aerial View.* 1978. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows east-west runway extension and preparation for new east-west runway. Also shows preparation for realignment of Airport Road.

*Aerial View.* 1981. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows new east-west runway and realigned Airport Road with connection to the Airport Service Drive.

*Aerial View.* 1991. Abrams Aerial Survey. Lansing, Michigan. Collection of the Capital Region Airport Authority. Shows contemporary aerial view of the Capital City Airport.

#### C. INTERVIEWS

Gibbs, Darwin. Telephone interview with the author. 6 June 1995. Darwin's association with the Capital City Airport was that he worked for Francis Aviation during the 1940s, later for Hughes Flying Service and Lansing Community College.

Hughes, Harvey. Interview with the author. Lansing, Michigan, 4 May 1992. Harvey's association with the Capital City Airport was as a fixed base operator from 1936 until the mid-1980's.

Patterson, Ned. Interview with the author. Lansing, Michigan, 9 April and 7 May 1992. Ned's association with the Capital City Airport was as an employee of the Michigan Board of Aeronautics from 1940 until his retirement in 1986.

Ruth, Babe Weyant. Interview with the author. Lansing, Michigan, 7 May 1992. Babe's association with the Capital City Airport was as an aviator, flight instructor, and unofficial historian of the airport from the early 1930's until the present (1992).

Zander, Sylvester. Telephone interview with the author. 7 June 1995. Sylvester's association with the Capital City Airport was as an employee of Francis Aviation, Hebert Aviation, Spartan Aviation, and the Bureau of Aeronautics from the mid-1950s until the early 1990s.

#### D. BIBLIOGRAPHY

Ball, R.S. 1953 *A Chronology of Michigan Aviation, 1834-1953*. Lansing: Michigan Department of Aeronautics. Copies are available at the Michigan Aeronautics Commission Offices.

Land Files. Capital Regional Airport Authority. Lansing, Michigan. Parcel 1 - Boys Vocational School Property; Parcel 3 - Capital City Boulevard access drive; Parcel 16 - State Health Department; Parcel 59 - State Health Quarantine Farm.

*Lansing Airport News: Airport Dedication Number.* (June) 1928. Making History: 5-6; Lansing's Airmen: 7; Aero Club of Lansing Inc.: 8; A New Lansing Industry: 9, 33; Airport Government: 13; Aerial Photography: 17, 35; Local Airways Firm Starts Second Year of Operation; Michigan, Lansing and Air Mail; Michigan State Police and Aviation: 12, 21; New Air Service Firm Organized in Lansing. A photocopy of the original program is in the collection of Babe Weyant Ruth. There are no known additional copies.

*Michigan Aviation: 1929-1979.* MAC 50<sup>th</sup> Anniversary Association. From 1929 to 1979 - A History of the Michigan Aeronautics Commission: 47-49; 1979 - Golden Anniversary of the Ninety-Nines: 50; Chronological Highlights of Michigan Aviation 1929-1979: 52-58; and, Michigan Notables: 61. A copy of this commemorative issue was found in the Pamphlet File in the Ann Arbor, Public Library, Ann Arbor, Michigan. The chronological highlights are edited from the R.S. Ball document listed above. There are no known additional copies.

(N.B.) 1956, January 10. Statutes, Opinions of the Attorneys General, and/or Summaries of Minutes of various state boards and commissions regarding uses and transfer of the property all arranged chronologically with comments. Land file Parcel 1. All land files are in the offices of the Capital Region Airport Authority.

Solberg, Carl. 1979. *Conquest of the Skies: A History of Commercial Aviation in America.* Little, Bowne & Company, Boston.

GRAPHIC DOCUMENTATION

The following eight drawings, prepared by James B. Gillett of QUINN EVANS/ARCHITECTS, provide a chronological sequence of convenient drawings, drawn to consistent scale and oriented consistently with north pointing up on the sheet, showing development of the west ramp area.

- West Ramp (1927-28), Drawing No. 1
- West Ramp (1929-34), Drawing No. 2
- West Ramp (1934-36), Drawing No. 3
- West Ramp (1939-40), Drawing No. 4
- West Ramp (1943-49), Drawing No. 5
- West Ramp (1951), Drawing No. 6
- West Ramp (1961-62), Drawing No. 7
- West Ramp (1967-Present), Drawing No. 8

The following drawings provide a chronological sequence of airport development. They are located in the drawing files of the Capital Region Airport Authority.

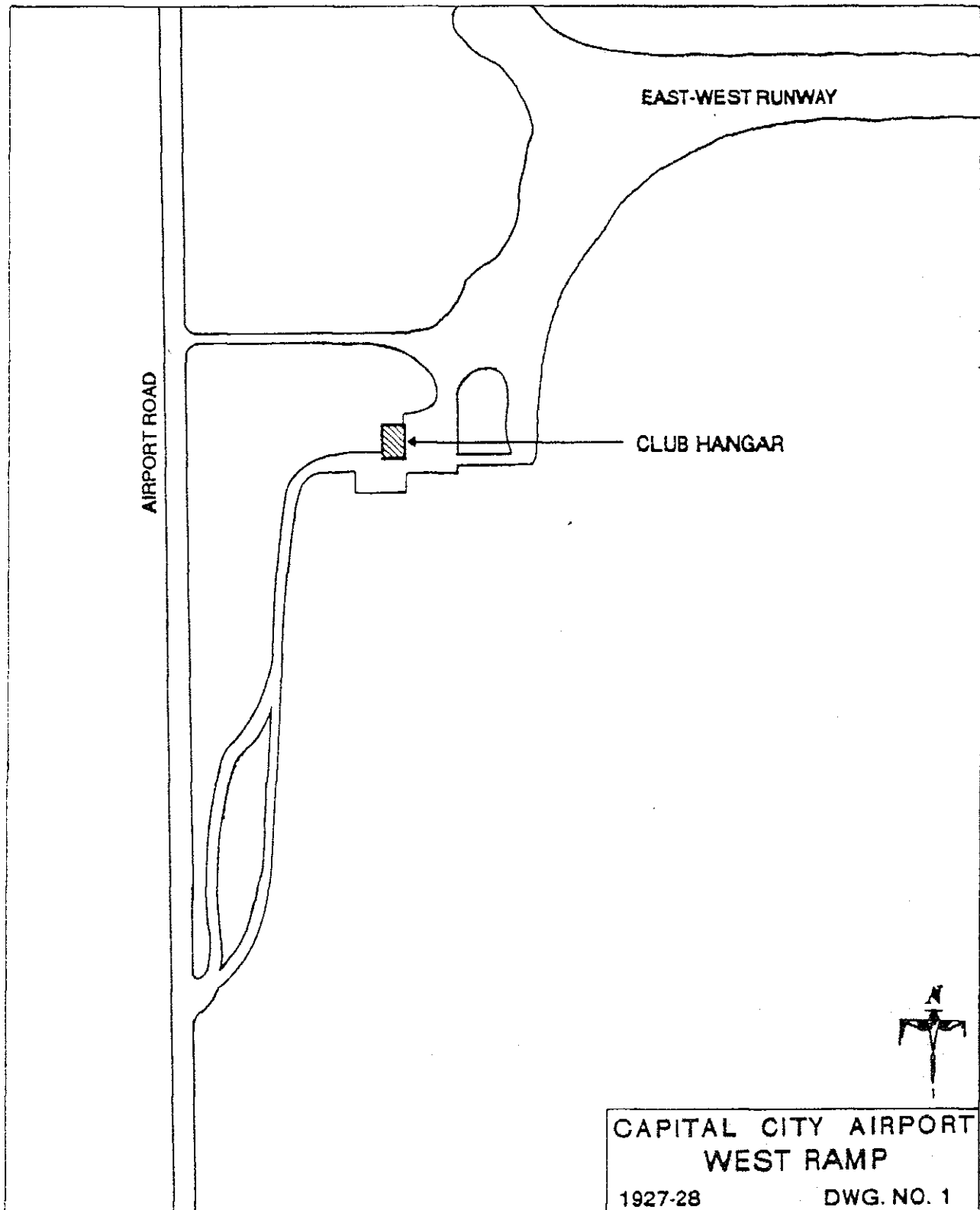
- General Building Plan (1934)
- Field Development Plan (1939)
- Beacon Location Plan (1949 - as built)
- Apron & Entrance Road Plan (1951 - as built)
- Master Plan (1951 - as built)
- Master Plan (1953 - approach light lane)
- Fencing Plan (1954/1961 - as built)
- West Apron Area of Tenants (1965)
- Airport Layout Plan (1949/updated 1967)
- West Building Area (drawn 1968/1972)
- Exhibit "A" Property Map (1978)

Master Plan (drawn 1962/1980)

Airport Layout Plan (1986)

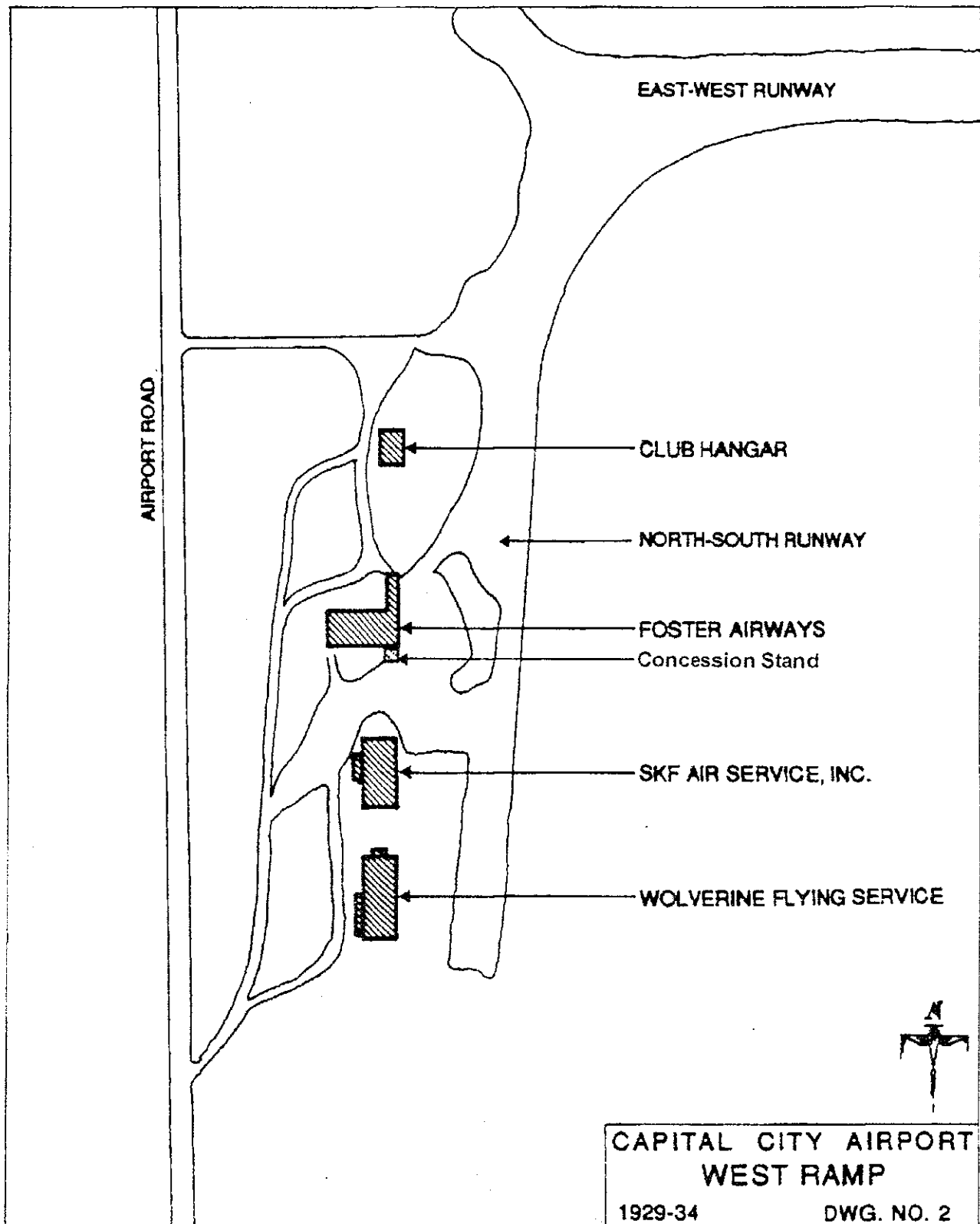
The following appears on the cover of the "Lansing Airport News" dedication program listed in the bibliography:

Oblique Aerial View (1928)



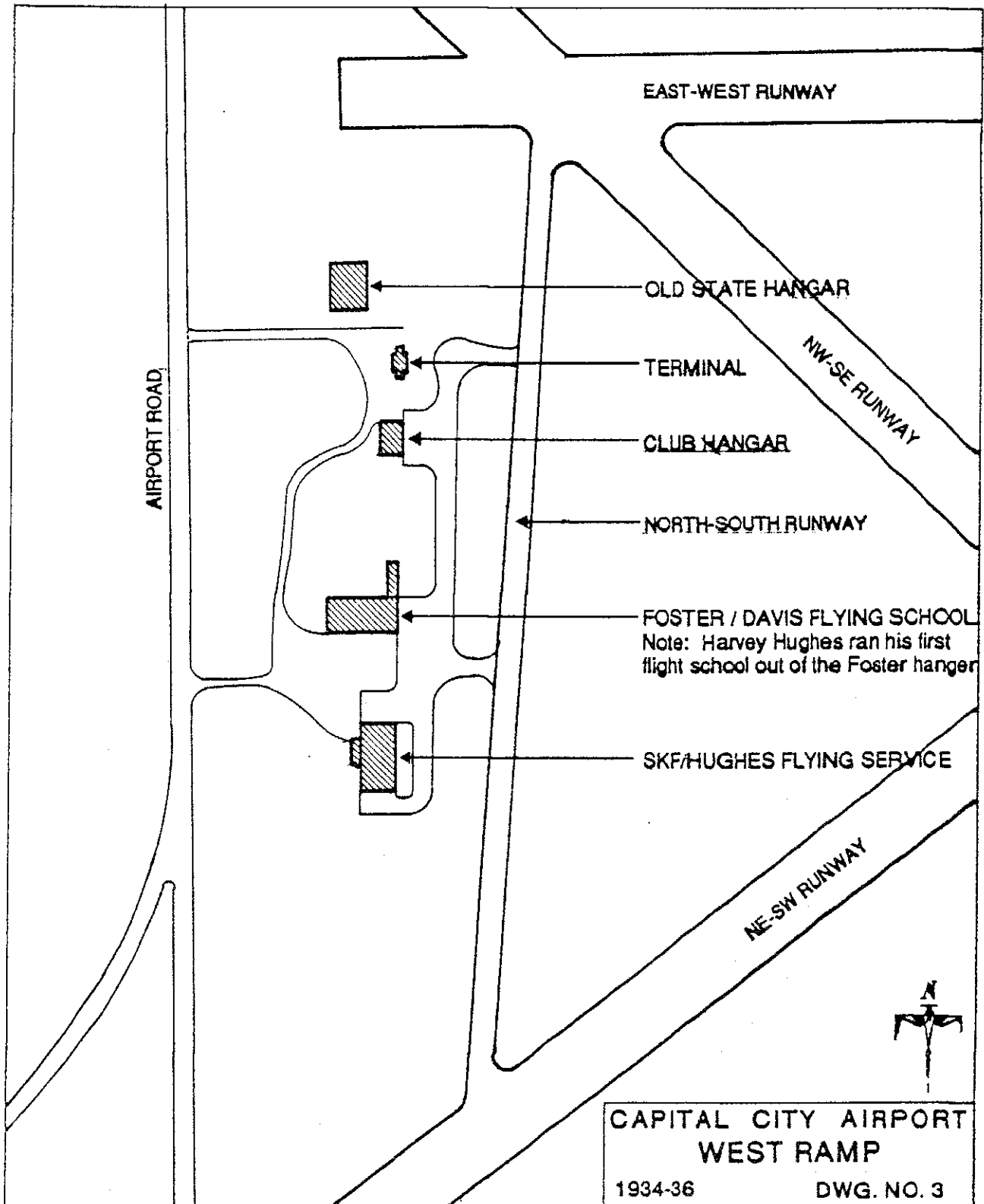
CAPITAL CITY AIRPORT  
WEST RAMP  
1927-28 DWG. NO. 1

West Ramp (1927-28), Drawing No. 1

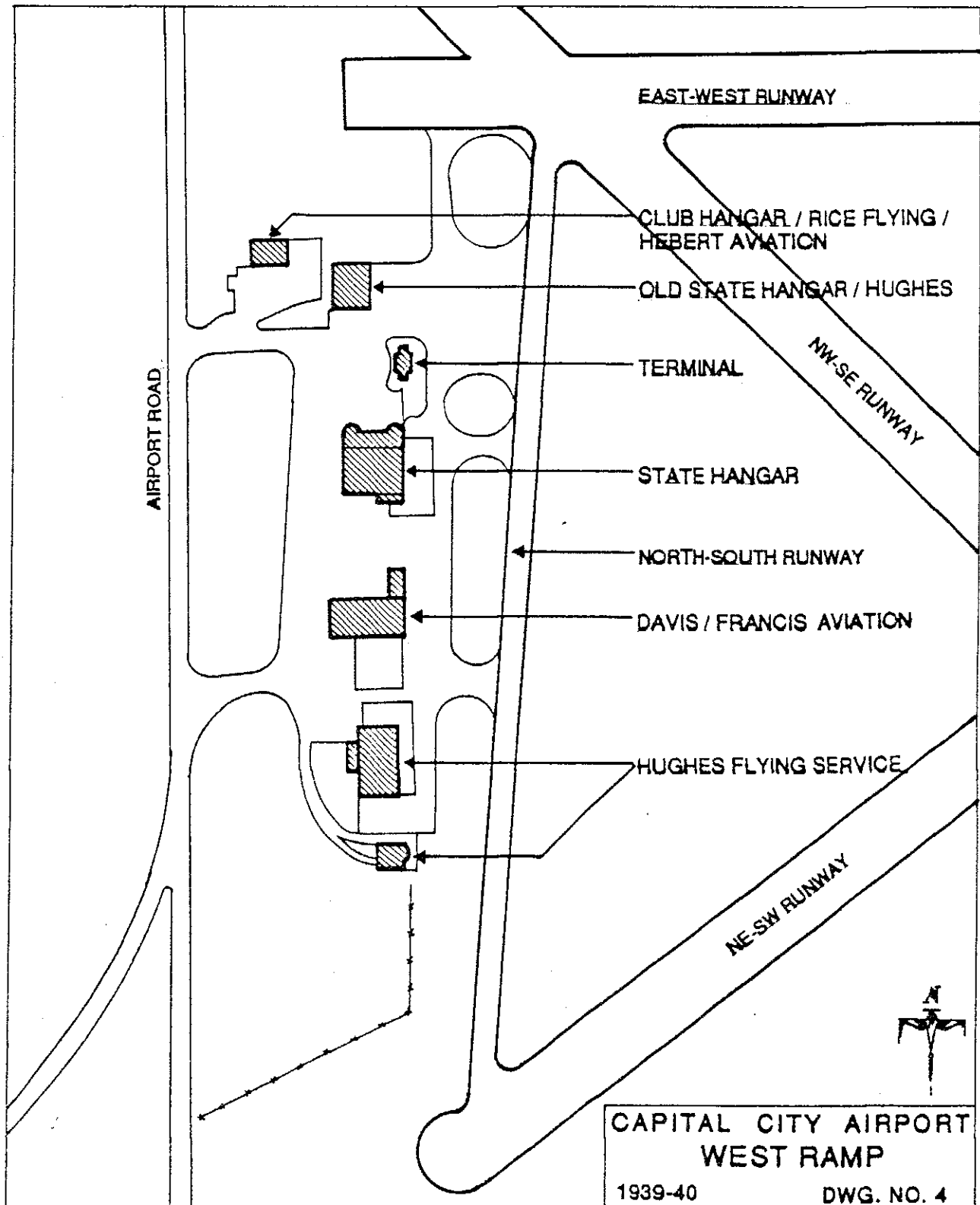


West Ramp (1929-34), Drawing No. 2

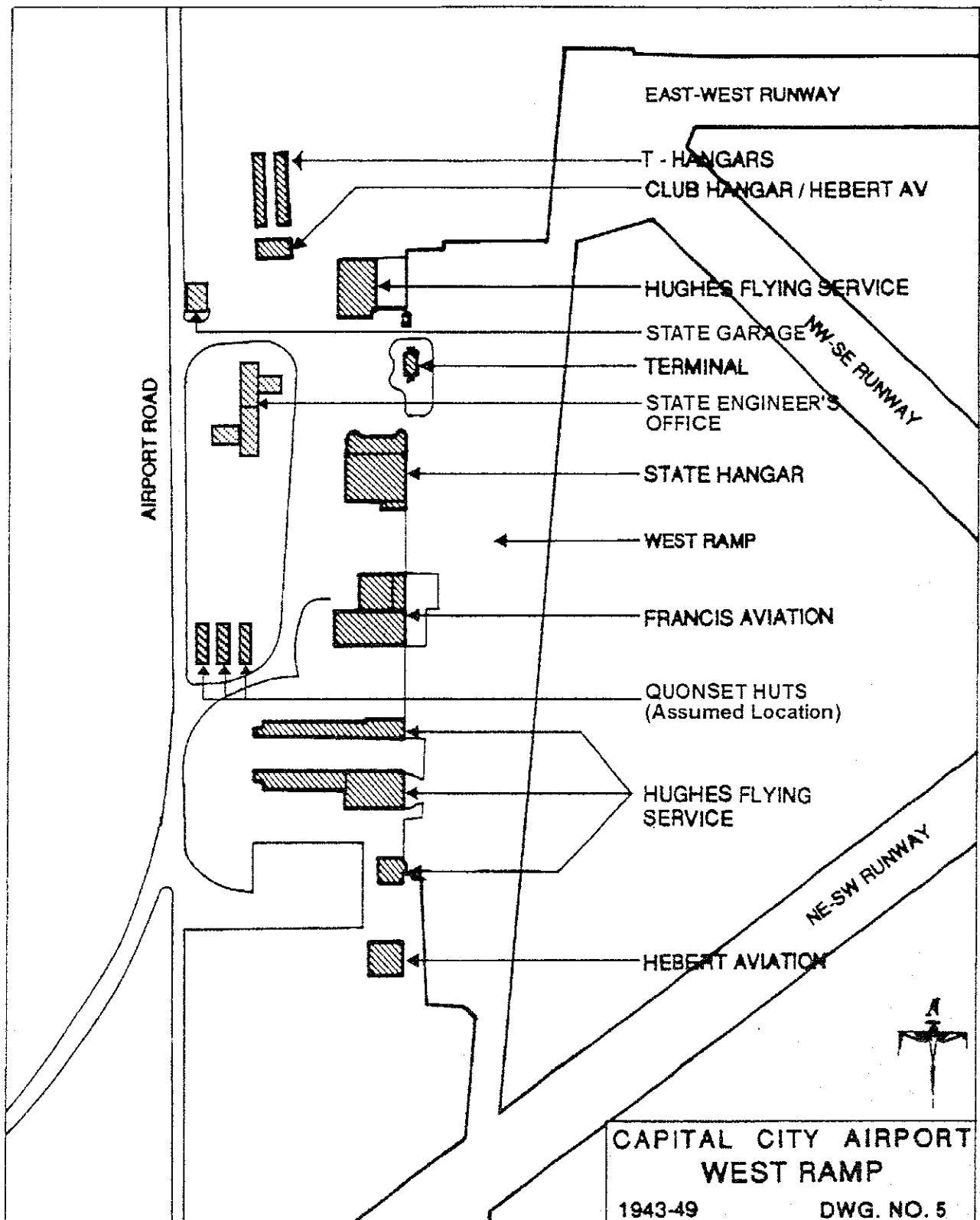




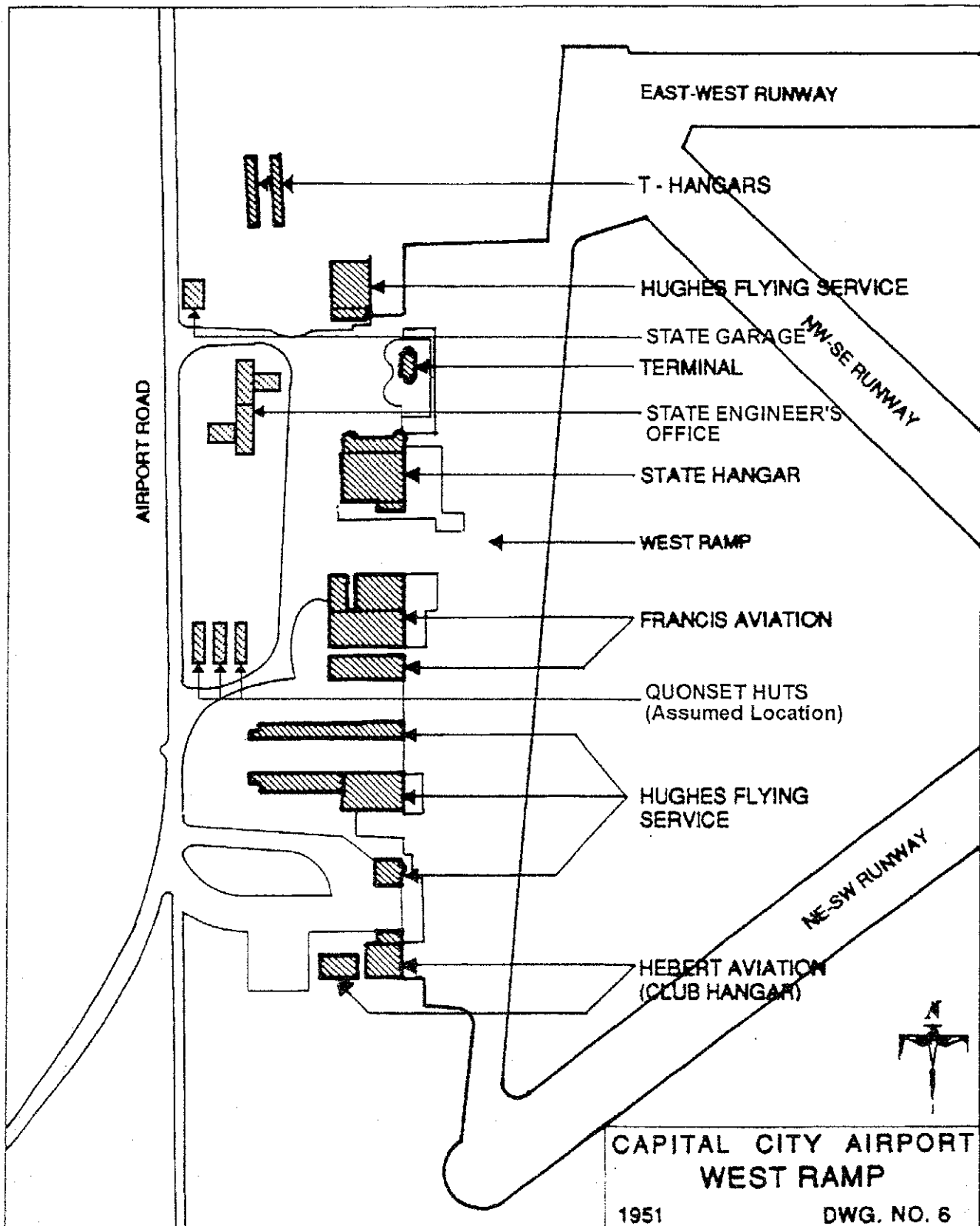
West Ramp (1934-36), Drawing No. 3

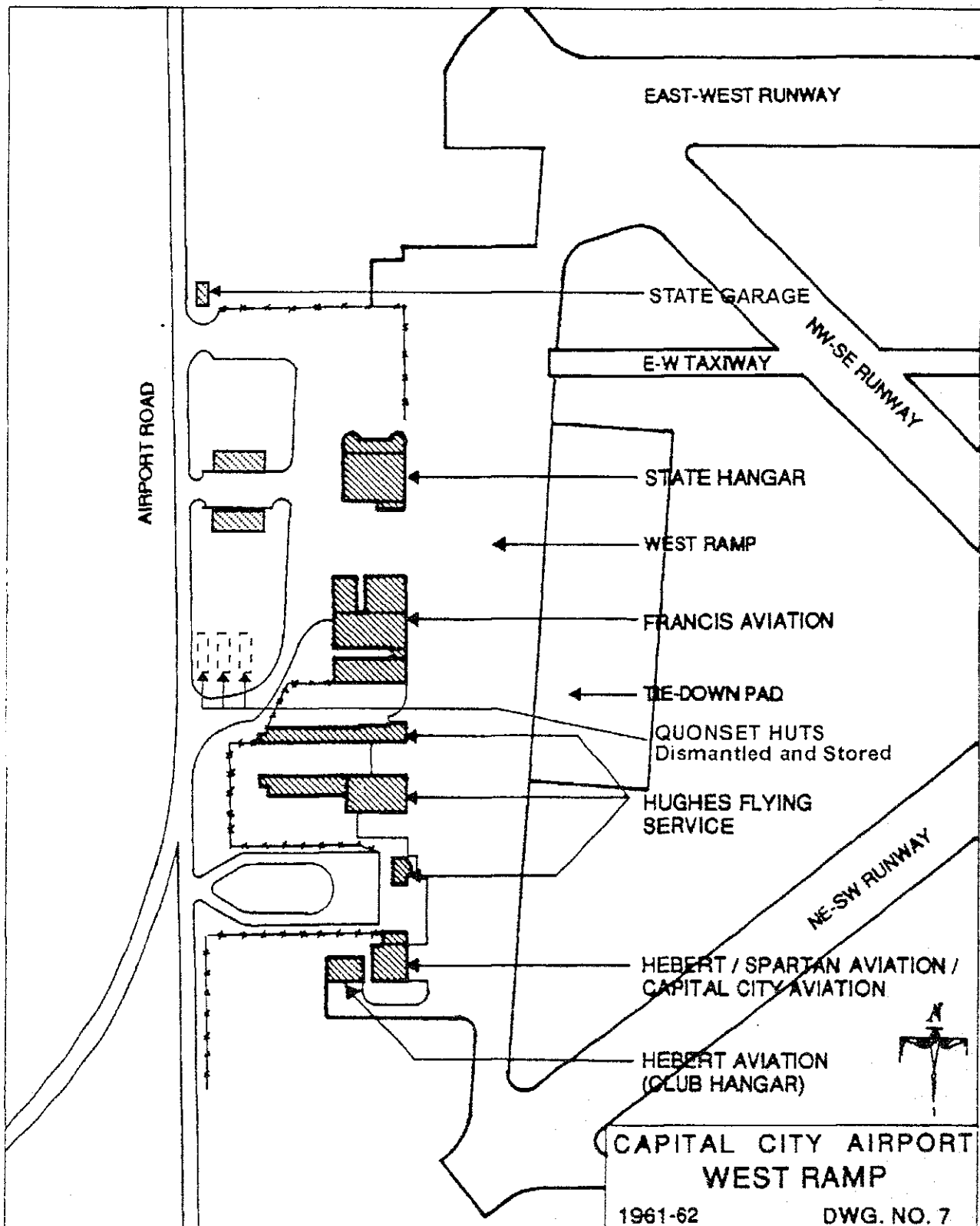


West Ramp (1939-40), Drawing No. 4

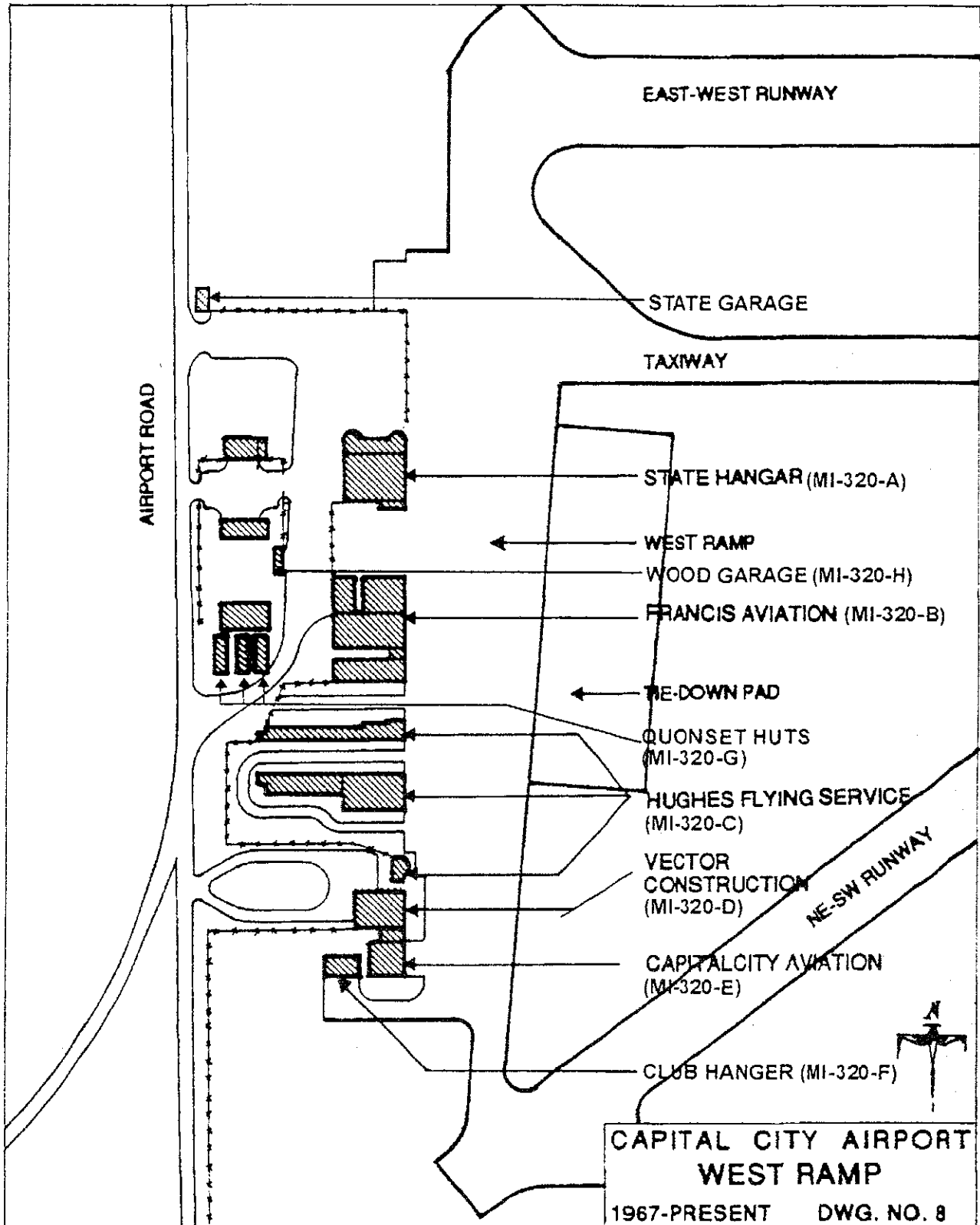


West Ramp (1943-49), Drawing No. 5





West Ramp (1961-62), Drawing No. 7



West Ramp (1967-Present), Drawing No. 8